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1. In May Cha-kang-ta-yeh-fu (2089/1481/6671/5102/1133), a Soviet rail adviser, determined after an area survey the route of the Lanchou-Yumen section of the Kansu-Sinkiang railway, and instructed the Northwest Railway Engineering Bureau on engineering matters affecting the tunnel at Wuchiaoling (103- , 37-) and the road bed across swamp areas.
2. In late August the Ministry of Railways instructed all rail administrations, effective on 1 September, to consolidate rail schedules, with particular emphasis upon reducing station stopover times. Between 1 and 10 September, the revised schedules released thirty locomotives daily for use in meeting the increased Chinese Communist traffic load.
3. In mid-September Communist China required sixty additional locomotives since mainland passenger and freight transport estimates in 1953 exceeded transport estimates for 1952. The delivery of locomotives to China by Eastern European countries [REDACTED] which received orders at Moscow during CHOU En-lai's visit, was not expected to be made until March 1953.
4. On 19 September officials of the Ministry of Railways planned to undertake the construction of the Lanchou-Yumen section in the near future. Construction of this section was to require two and one-half to three years to complete and 40,000 conscript army and civilian male laborers were to be employed. Construction of the T'ien-shui-Lanchou railway required less time and fewer employees than Chinese Communist rail officials anticipated would be necessary in building the Lanchou-Yumen section.

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